





## MAIDEN SETS A RECORD

ABERDEEN'S newest stern trawler *Grampian Warrior* has set a record for a Scottish trawler on her maiden to Faroe.

*Grampian Warrior* grossed £29,233 for her catch of 1,980 cwt. after a 14-day trip.

She also set a record for the first box of haddock sold from a maiden shot — £105. The buyer, David Burns of Trawl Pack, received the traditional new hat and the money will go to Aberdeen Fishermen's Mission fund. *Grampian Warrior* is owned by George Craig & Sons Ltd.

Pat Lynch, managing director of North Star Fishing Co. which manages the vessel, said: "We are obviously delighted and it shows what the new breed of stern trawler can do."

This was Skipper James Bowie's first stern fishing command.

A large proportion of *Grampian Warrior's* catch was quality cod which attracted 'reasonable prices', added Mr. Lynch.

# RUSSIANS—MINISTER HITS AT 'FN' REPORT

A REPORT in *Fishing News* (February 25) which stated that under an agreement with the EEC up to 42 Russian trawlers below 1,000-ton would be able to operate at one time was used to challenge the Government last week. In reply Hugh Brown, under-secretary of State for Scotland, denounced the article as "definitely misleading and not factual."

Sir John Gilmour (Con. East Fife) said he wanted to ask about arrangements made with the Russians. He was speaking in a debate on EEC fishing orders.

"I have *Fishing News* of February 25. I think that people thought there were to be 27 licences going to Russia, which would allow 17 vessels to fish. But, apparently, I do not think everyone knew this at the time — there are to be tonnage limitations as well as limitations on the number of vessels."

"It will be possible for the Russians, as I understand it, from the report in *Fishing*

*News*, to increase their fishing effort.

"The report says: 'The fine details of the deal reveal that 42 trawlers up to 1,000 grt can be used at one time, with 27 in the 1,000-2,000 grt range and 17 over 3,000 grt.'

"I had thought that 17 was the maximum figure, but it seems that these other figures are also included."

"The report goes on: 'The Russians are thought to have already taken at least 12,000 tons of sprats from the North Sea this year in contrast to the EEC quota of 1,053 tons imposed on them for the first quarter of 1977. The Russians will clearly exceed their total fish catch limit of 38,000 tons in Community waters by the time the deal runs out on March 31.'

"I agree that it is not easy, in the first three months after a new fishing agreement is concluded, to ensure that everything is right. These figures may not be entirely true or accurate, and it may not be possible for the Minister to comment on this today, but I think that such a report sounds disquieting and needs to be looked into."

"We know that the order which applies to Russia expires on March 31 and, therefore, a new order will have to be made so there is an opportunity to take action."

Mr. Brown replied that he did not suppose *Fishing News* bothered to come to the committee but he hoped they would read *Hansard*.

"Its front page is definitely misleading and not factual. The position is that the agreement is on a total of 42 vessels: 24 less than 1,000 tons, 10 of 1,000 to 2,000 tons, 10 of 2,000 to 3,000 tons and seven of about 3,000 tons."

"Within that overall number they are allowed to have only the equivalent of 17 vessels operating at any given time. I am not saying that this formula is perfect, but it is a substantial achievement. We have reached agreement

amicably enough and, therefore, I have no reason to believe that we shall not get co-operation in carrying it out."

"Let us be clear about the delicate nature of the negotiations. No one is saying that this is the last word. How do we arrive at what is fair? Is it based on what has happened over the last two years or the last 10 years? All these matters have been taken into account."

EEC officials in Brussels did not realise the importance attached by British MPs of all parties to the preservation of British fisheries, said a Conservative spokesman, Patrick Wall (Hampshire), in a Commons committee which approved three fishery conservation orders.

The limits and quotas which were proposed by the Commission were not satisfactory and he and other MPs in the party which



Scottish under-secretary, Hugh Brown.

visited Brussels had made that clear, declaring that an exclusive zone is the only way to protect British fisheries.

Kevin McNamara (Lab. Hull, Central), demanded more strenuous government efforts on behalf of the deep-sea fleet. Hamish Watt (Scot. Nat., Banff) welcomed ministerial efforts to try and claw something back from the "disgraceful deal" on fishing reached when Mr. Heath had signed the accession Treaty.

Alick Buchanan-Smith (Con., North Angus and Mearns) demanded action against Icelandic vessels

fishing Scottish waters in herring.

Douglas Henderson (Scot. Nat., East Aberdeenshire) demanded a full fishing policy, set out in a white paper, complaining that orders were coming through in dribs and drabs.

David Mudd (Con., Falmouth and Cambourne) read a letter from the Cornish Fish Producers' Organisation demanding a 50-mile exclusive limit. He said that marketing arrangements should be improved and told how a group of businessmen had chartered five vessels to catch horse mackerel in the Western Approaches which were shipped to Denmark weekly, to the benefit of employment and harbour revenue in Falmouth.

Mr. Brown promised to consider a white paper on policy but warned against disclosing the British hand by including projections in a white paper.

The Irish limitation of boat sizes did not solve the conservation problem, he said, merely pushed the bigger boats into someone else's water.

## We still say 42 vessels fishing

WE CAN PUT Mr. Brown's mind at rest on at least two counts. Our parliamentary correspondent sat throughout the debate and we have read *Hansard*.

Where Mr. Brown might not rest so easy is that we checked back on our source of information (EEC Council Regulation 194/77) and, with one small correction, we stand by what was reported.

Article 4 and annexes of the EEC regulation set out the number of Soviet ships which may be licensed and which may fish at any one time.

The minimum unit for calculation is a vessel of less than 1,000 gross tons and this is calculated at 1.5 times a ship of 1,000 to 2,000 tons and at 2.5 times a ship of 2,000 to 3,000 tons.

On this and working to the minimum unit, 17 x 2.5 of these licensed ships may fish at any one time. Rounded to the nearest whole number, this gave us our 42 ships up to 1,000 tons.

Our slight error was in the number of ships between 1,000 and 2,000 tons. This

should have been 25 and not 27.

In his attempt to "correct" us, Mr. Brown gave a breakdown of the Soviet ships licensed to work in EEC limits. These total 42 ships made up of 24 less than 1,000 tons, one between 1,000 and 2,000 tons, 10 of 2,000 to 3,000 tons, and seven of about 3,000 tons. His only contribution to the discussion, in our opinion, was to add a little more information — and this leads us to another question about the EEC-devised formula which Mr. Brown regards as a "substantial achievement."

Who in the Brussels labyrinth of bureaucratic confusion over fishing industry matters thought up an agreement based on what a vessel measures rather than on what she can catch and process?

Gross tonnage may do for neatly encapsulating Soviet

ships within Lloyd's Register fleet and country statistics, but it is a poor guide to the 42 ships licensed to work in EEC waters.

The early and still numerous Russian stern trawlers of the *Mayak* class are ships of over 3,000 gross tons, but they can only process about 30 tons a day; the later East German-built *Atlantik* 1 and 17 classes can process 50 tons a day; the *Super Atlantik* of 3,600 to 3,900 grt are claimed to have a capacity for 120 tons.

These are only some examples of many within a fleet which is so enormous and varied in its ships that only very crude assessment of capability can be made of measurement.

Mr. Brown modestly admits the agreement is not perfect. We shall have to wait and see how the Russians manipulate their licensed ships under a conventional gross tonnage umbrella before we accept it as an "achievement."

## Potter for Guernsey

ANOTHER large potter has joined the Guernsey fleet, bringing the total number of full-time boats working shellfish from the island up to 18. She is the 49 ft. French-built *Sandell*, owned by Skipper Dennis McKane. The vessel was operating from Weymouth and is now to be registered in Guernsey. *Sandell* will be working up to 300 pots around the Channel Islands. This winter, Guernsey potters have been landing average catches, despite worse weather than last winter.



## DOCK LABOUR ruling is held off

THE NEW National Docks Labour Board ruling that all fish brought into Grimsby by inshore vessels has to be unloaded by registered lumper labour instead of the crew has been postponed.

The ruling should have been implemented on landings from last Sunday midnight, but two inshore skipper-owners notified the board of their intentions to contest the ruling by taking the case to an industrial tribunal.

On Friday, March 4, the local branch of the NDLB discussed the matter at a special meeting, afterwards announcing it had been decided to await the outcome of the tribunal's findings. In the light of these, they would reconsider the position.

## SHAWNEE HOME FOR OVERHAUL

THE 74ft. steel-hulled boat *Shawnee*, which mysteriously sank at her Penzance moorings in January with a partly discharged catch of mackerel aboard, arrived in Grimsby on February 28.

*Shawnee* was unable to make the journey under her own power because of damaged machinery, but after the hull had been made seaworthy at Falmouth she was towed back to the Humber port by the United Towing tug *Tradesman*.

The vessel will now undergo extensive repairs and a complete overhaul, expected to last several months, before she can resume fishing.

Meanwhile, Skipper Derek Brown has been given command of Newington Trawlers' *Hurton Agnes* — still on the mackerel grounds — although she, too, will shortly be heading for Grimsby to partner *Hurton Pidsen* as a new pair trawling team based at Grimsby and operating through the recently formed Danbrit Fish Salesmen Ltd. agency.

The Grimsby multipurpose *Sioux*, a sister-ship to *Shawnee*, is leaving the port for Lowestoft where she will operate as a white fish bottom trawler managed by Peter Catchpole.

*Sioux* has not had the best of luck since she came into service a year ago and also had an unhappy spell on the mackerel early in February. She was brought back to Grimsby after a fortnight, mainly due to crewing difficulties after Skipper John Lota had accepted another command at his home port of North Shields.

SCARBOROUGH, Bridlington and Whitby, the three main inshore fishing ports on the Yorkshire coast, each topped £1 million last year for their catches, including shellfish.

This is shown in provisional port landing and grossing figures just issued by the District Fisheries Office in Hull of the Ministry of Agriculture, Fisheries and Food.

Scarborough still heads the turnover and receipts — making £1,609,761 for 91,017 cwt. last year against £1,077,276 for 95,749 cwt. in the previous year; an increase of £532,485.

At Bridlington grossings went up by £819,912 — £1,502,726 for 82,341 cwt. compared with £882,814 for 80,478 cwt. in 1976.

Whitby showed an increase of £331,060 by making £1,002,800 for 60,773 cwt. against £671,740 for 50,465 cwt. in the previous year.

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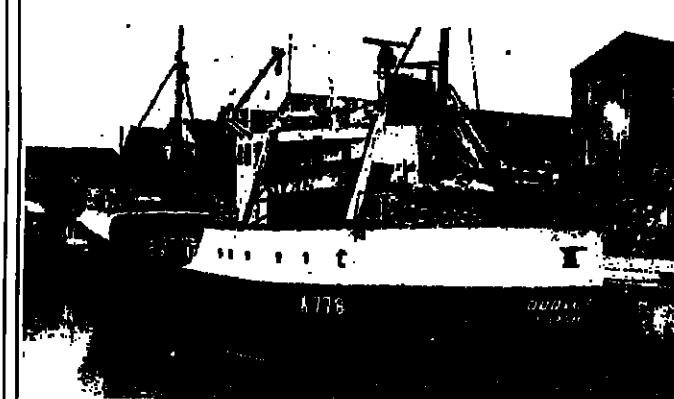
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## WESMAR NEWS



useless for mackerel."

With the installation of the WESMAR sonar, the QUO VADIS began to locate and catch the elusive mackerel. Greg Blakey, WESMAR factory representative, says, "McAllindon's success has been due to the ability to find the mackerel with the WESMAR and to the good price he has earned from that mackerel."

As important as locating the fish is the ability to successfully haul it aboard. Mackerel are very heavy and too large a load will damage a net. The WESMAR sonar allows Captain McAllindon to monitor the setting and hauling operations to protect his gear and catch. By calculating the marks on the sonar screen, he determines the size of the school and takes only what the net can handle.

### QUO VADIS RELIES ON WESMAR TO HARVEST MACKEREL

With the use of WESMAR's high frequency sonar, Captain Donald McAllindon, fishing out of Plymouth, England, has made his purse seiner QUO VADIS one of the most successful mackerel vessels in the U.K.

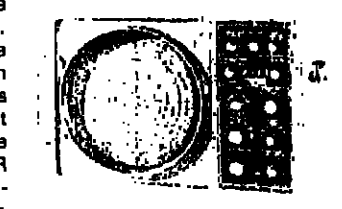
QUO VADIS with two low frequency sonars in the hope of locating mackerel with speed and accuracy. Today these two sonars sit in the wheelhouse unused, McAllindon said. "The low frequency sonars are

### ALASKA SHRIMP HIGHLINER USES WESMAR

Prior to his purchase of the WESMAR, he had outfitted the

The highliner last year in the very competitive Alaska shrimp fishery was Captain Dale Samuelson, who says his WESMAR sonar "gave me the edge" over the other fishermen. Samuelson shrimps in the Kodiak, Sand Point, and Dutch Harbor areas of the Aleutians off Alaska with his 86-foot Bender double-rig trawler, the MAR PACIFIC. The WESMAR helps locate the rich, soft muddy channels the shrimp prefer. More than that, Samuelson reports, "the WESMAR also indicates the contour of the bottom. It tells me which way the soft bottom goes so that I know where to drag my net." With

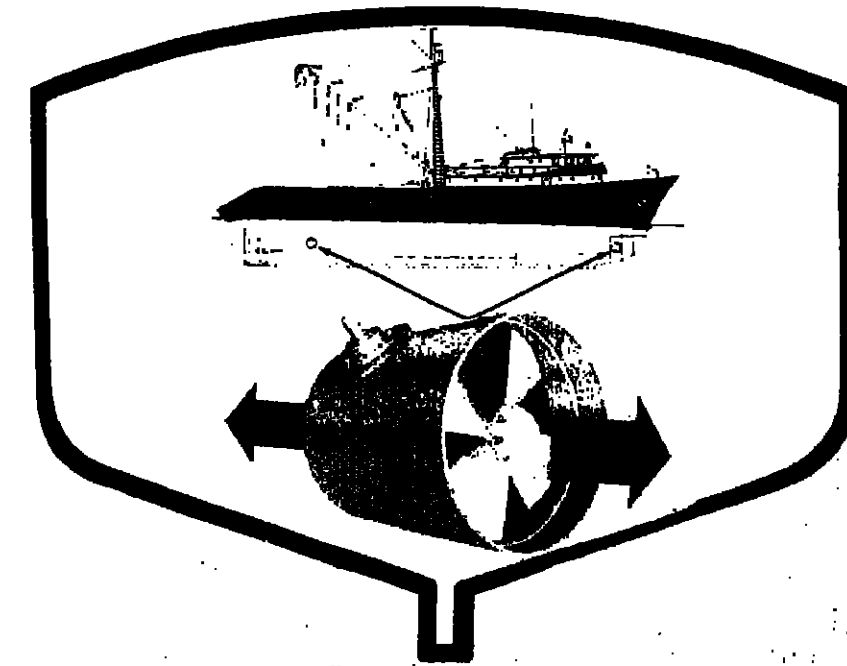
this information provided by the WESMAR sonar, Dale Samuelson successfully enlarged his share of the catch.



WESMAR Western Marine Electronics, 905 Dexter Avenue North, Box C18074, Seattle, Washington 98109, U.S.A. Telephone: (206) 285 2420. Cable: WESMAR. Telex: 329509

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# 'Gallic' boats are not under-cutting SAFETY RECORD

SIR, In your February 26 issue you published a letter from Skipper A. Atkinson of DAM Trawlers Ltd. which accused the vessels *Gallic Rose* and *Gallic May* of undermining the withdrawal price scheme by selling for "freshers".

First, we are indeed gratified that such a large proportion of our catches has been able to be sold on the fresh market for human consumption — this is due partly to the good condition in which the fish is landed as a result of having been stowed in refrigerated seawater tanks, and second, in greater part due to the very considerable efforts made by the vessels' agents in Newlyn, Klamot Fisheries (Cornwall) Ltd., in pioneering and maintaining new European outlets.

These outlets have not been developed for the sole benefit of these two vessels, but have also benefited many other local boats.

If Skipper Atkinson's outraged sense of self-interest allows him to appreciate humour, then he will be amused to learn that we made efforts to join two producer organisations last year, but at that time was excluded from the "club".

On a more serious note,

LETTERS: The Editor reserves the right to alter the length of published correspondence according to space available.

however, we would ask whether it is preferable to fish for fish meal, whilst at the same time exploiting the withdrawal price scheme indirectly supported by the taxpayer, or to sell on the fresh market to willing Continental buyers?

To my knowledge we have not, at any time, "under-cut" the minimum withdrawal price.

A. H. Thornton, Director, Gallic Shipping Ltd., Blomfield House, 85 London Wall, London EC2.

SIR, I read with interest the letter (Fishing News, February 11) regarding safety and survival training in the fishing industry. I was surprised by the statement that, "with the exception of the Royal Navy, the fishing fleet is foremost in the training of fishermen in this aspect of safety".

This claim not only seems to contradict the findings of the *ad hoc* committee set up by the Department of Trade, to examine facilities for sea survival training and to formulate a standard basic sea survival course, but also shows an unjustified and complacent attitude towards this aspect of training in the fishing industry. The findings of the committee which were reported by the Department of Trade to the Government in April, 1976, and were accepted in their entirety, stressed the need for training to become compulsory for new and re-entrants to the maritime industries, as soon as sufficient training facilities became available, and that training methods should be updated, standardised and that instructors should be qualified to teach the subject.

Further, it was recommended that personnel already at sea should benefit from a course as soon as practicable. It seems that little, if any, action has been taken on this recommendation by the fishing industry, although courses for such personnel are at present available. However, commendable action has been taken by a number of shipping companies which have placed personnel on courses.

In my experience, as an instructor on survival, and later as survival officer in the Royal Navy, and presently lecturing on the subject each week, mainly to offshore oil and merchant industry personnel, the factors that lead to fatalities in the aftermath of a maritime disaster, are: lack of knowledge on how to use the equipment correctly, and what actions need to be taken, prior to, during and after abandonment to ensure that the correct techniques are employed to preserve life.

The remarks made in the letter seem to be typical of the complacency to be found in certain sectors of the fishing industry, that indicates that there is a good understanding of the correct use of safety equipment and survival techniques by fishermen generally. I do not believe this is so.

History does not show a

high standard of survival and safety training, but rather an unnecessary acceptance of high risk factors.

For the record it should be pointed out that, although there has been no compulsion, it has, nevertheless, been the policy of the majority of offshore oil companies to fit their personnel on an approved survival course, with the result that approximately 1,750 men have been trained, which I am sure places the offshore oil industry second if not equal to the Royal Navy in this aspect of training.

Has the fishing industry equalled this record over its past three years or so, with particular regard to those at sea who have not had formal survival training? I doubt it.

Finally, I was pleased to read of the extension of survival course availability, as recommended by the *ad hoc* committee.

Training establishments in all ports have a responsibility to provide this important training: I know they are attempting to do.

The industry has an equal responsibility in ensuring that all its personnel are trained, so that together a determined effort can be made to improve the standard of knowledge in the whole subject of survival among those who gain their livelihood from the sea.

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## LETTERS

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We understand the need of visiting boats to be here, and that they would far rather be working from their home ports; but they all carry ticketed skippers who know the rules.

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We have tried and tried to get MAFF to take action before the mackerel go the same way as the herring. Our only course as an individual PO is to regulate the use of our withdrawal scheme for mackerel so that it is operated only during marketing emergencies, and not as a marketing convenience. We have done this!

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## standards all wrong

AN EEC draft directive setting up standards for the water in which shellfish grow was criticised as "extremely unsatisfactory" by the Chairman of a House of Lords Committee examining EEC legislation last week.

Lady White said: "We are extremely critical as a committee. We regard it as impractical and the whole basis of it is probably misguided."

Richard Dorrington, a senior civil servant in the Department of the Environment, said that the commission of the EEC had made clear that they had no intention of limiting the discretion of member states in the application of the directive and it would be for them to apply the directive to waters which they thought in need of protection.

Dr R. H. G. Charles, Senior Medical Officer, Department of Health, said that it was a misconceived directive and from the public health view it was not the water but the shellfish which came out of it that mattered.

## IMPRESSIVE MAIDEN

GRIMSBY'S newest anchor-seiner *Lysha* (Skipper Denis Sorenson) got off to a fine start with a maiden grossing of 25,708 from 241 kits, nearly all quality North Sea cod, at Grimsby on February 28.

A spokesman for owners, A. E. Richardson & Co. Ltd., told *Fishing News* he was very pleased with the trip and barring a few minor teething troubles *Lysha* had come up to expectations on her first voyage.

*Lysha* had the misfortune to be one of 14 seiners landing that morning on a market already well supplied with deep water and middle water trips, or otherwise she could have expected a much better return.

However there is no doubting her potential and she is expected to figure among the frontrunners during the summer.

## FIRST 25-FOOTER

THE FIRST boat from the Hayle, Cornwall, GRP boat builders Treeve Marine is due to be launched towards the end of the month for delivery on April 1.

The 25-footer is being built to White Fish Authority specifications and she will be worked by Skipper Rob Gorman of Aborystwyth, Wales.

He plans to operate the boat single-handed as a potter. Her delivery trip will be by sea and she is powered by a 30 bhp Lister diesel.

Next in the series will be another single-handed potter for Guernsey — due one month later — followed by two part-complete craft which will be working from Kent and Falmouth. Another boat will be heading for Scotland.

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Boston Stirling landed 1,558 kits — but only made £38,246.

## Big catches hit by price slump

THERE was disappointment among fleetwood fishermen last week over a drop in markets which saw some of the year's biggest catches getting little in return.

The outstanding example was the stern trawler *Boston Stirling*, commanded by Skipper Bill Bridge, which returned from the Norwegian Coast after 20 days. She landed 1,558 kits, including more than 700 of cod and 600 of haddock to make £38,246 — a figure far below what might have been expected from the evidence of previous weeks' markets.

It was a similar story for the side trawler *Robert Hewitt*, with Skipper Wally Harrison in command. She also worked the Norwegian Coast before returning with 1,344 kits, including more than 600 of cod and 400 of haddock, which sold for £28,097. It is an indication of the increase in demand for redfish that on the same day the stern trawler *Fyldea* returned from East Greenland with 1,504 kits — 700 of cod and more than 400 of reds — to make £30,005.

For other vessels working the East Greenland grounds it again proved a hard slog. *Easton Blenheim*, was 26 days at sea in catching 936 kits, including 400 of cod and more than 350 of reds, for a grossing of £21,445. This represents a big loss on the voyage and is attributable to

bad weather and slack fishing which forced the vessel to return and try the Rockall grounds before steaming back to port.

It was unfortunate that the fall in markets should coincide with the landing of the stern trawler pair team *Armana* and *Naveena*. It resulted in another excellent catching effort having the lustre taken off it by lower prices.

*Armana*, commanded by Skipper Victor Buschini, made £21,305 from 1,401 kits, while *Naveena*, with Skipper Bill Taylor in command, grossed £17,141 from 1,082 kits.

There were better fortunes for some of the nearwater vessels. The 108ft. *London*

*Town* (Skipper Peter Weirman) was top in the section with a catch of 398 kits, which sold for £10,439.

On the same day the pocket trawler *Forwards*, with Skipper Bill Phillips in command, gave hope of a good Irish Sea cod season when she landed more than 80 kits of the variety in a total of 143 which sold for £4,056.

There was at least some stability in the roker markets. The pocket trawler *Resilience* had 50 kits in her total of 125 which sold for £3,455. On the same day *Boston Sea Hawk* grossed £5,636.

It was a disappointing week for the inshore fleet. They found fishing extremely slack on the Morecambe Bay grounds.

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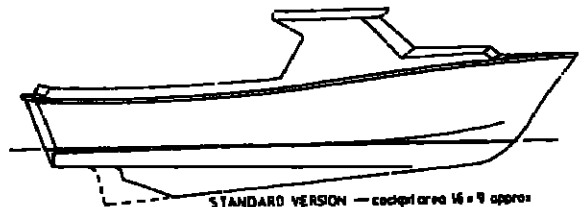
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"We have saved enough to buy an echo sounder and have been wondering which of the recording sounders available it would be best for us to get.

"We don't want an expensive instrument which can perform miracles like detecting single fish in two or three hundred fathoms, but a reasonably priced one with white line facilities. Have you any suggestions?"

"I think that a sounder known as the Depmar 131, one of a series of instruments which Kelvin Hughes are having made for them by Honda in Japan, might meet your requirements as well as any.

Although it incorporates white line, 'bottom anywhere' and variable paper speed facilities, its price is modest and a special shallow water version is now available.

A standard Depmar 131 has six recorder ranges covering 0-121 fm. with ap-

### John Burgess' Log



appropriate sounding rates and pulse lengths.

It can be operated from either a 12 or 24V DC power supply, consumption being 12 and 29 w respectively, and it is obtainable with a 200 200kHz transducer frequency.

Its recorder measures 8 1/2 x 11 1/2 x 6 in. and weighs 14 1/2 lb., while its transducer, which can be fitted to GRP and steel,

as well as wooden hulls, measures only 3 1/2 x 2 1/2 x 1 in.

The special shallow water version of the Depmar 131 is being produced by Elliott Instruments Ltd. at its works on the Station Industrial Estate, South Woodham Ferrers, Essex.

Its sounding rate is 25 per cent higher than that of a standard instrument and its basic range is 0-15 fm. instead of 0-20 fm.

Although a basic range of 0-10 fathoms would be ideal for your purposes, 0-15 fm. is likely to prove very satisfactory.

Markings will be spaced on the recorder paper so that you can see them clearly and, should you have any difficulty in doing so, you will always be able to make use of the 'bottom anywhere' facility.

Another facility which may further commend the sounder to you is that soundings can be taken by means of a flasher in either of two ranges: 0-10 and 0-20 fm. This means that you will be able to economise on recorder paper when going to and from your grounds.

### CHOOSE THE RIGHT ELECTRIC CABLES

"COULD you please tell me what sort of cables should be used for electric wiring in fishing vessels up to 80ft. long to conform with the new safety provisions rules?"

"Will PVC cable be used in ordinary household installations do or should special PVC cable armoured with steel wire or encased in steel conduit be used?"

"The Rules state that in every vessel of 12 metres length or over to which they apply electrical equipment shall be so constructed and installed that there will be no danger to any person handling it in a proper manner.

In every such vessel every fixed electrical cable shall be of a flame retarding type. All metal sheaths and armour of any electric cable shall be electrically continuous and shall be earthed.

Electric cable which neither metal sheathed or armoured shall, if installed where its failure might cause a fire or explosion, be effectively protected.

Nowhere, as far as I know, do the rules specify more precisely what types of cable shall be used. Decision whether a particular type does comply with requirements, therefore, is presumably left to the surveyor.

### WHAT IS A FRONTAL TROUGH?

"IN WEATHER forecasts for shipping the announcer frequently says that 'a frontal trough' extends from one place or area to another.

"I know what a 'high' is and I know what a 'low' is, but I am far from sure what a frontal trough is. Can you explain?"

"When warm and cold air masses converge, warm, moist air is forced upwards over the cold frontal surface and may result in the formation of a frontal depression.

Formation begins by a bulge of warm air protruding into cold air and a fall in barometric pressure in the vicinity.

The bulge grows bigger, pressure falls further and a depression or 'low' forms. The wind starts to circulate round the bulge and increase in strength.

### Warm

Suppose the depression forms and develops between the Shetland Isles and the coast of Norway, and moves directly towards Staveanger.

Warm air will advance, overtake and ride up over cold air, making a line from the centre of the depression to the Dutch coast. This line is known as the warm front.

If this happens, cold air will advance, perhaps along a line from the centre of the depression to the North Foreland, gradually overtaking and undercutting the retreating warm air.

Assuming the isobars of our depression to be circular, its associated trough will lie at right angles to the line of progression of its centre, that is roughly along a line from north to south somewhere about the middle of the North Sea.

The trough lies between warm and cold fronts and is therefore, known as a frontal trough.

Billingsgate

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Headquarters of J. H. Fenner & Co. (Power Transmission) Ltd. are at Marfleet, Hull.

## MARKET SLIDES AGAIN

MILFORD Haven trawlers landed some of their biggest catches of the year so far last week but market prices dropped from the extremely high levels of previous weeks.

Top ship was Rosevear (Skipper Alex Simpson). She found good fishing on the Irish Sea grounds before returning to port with 206 kits, which sold for £6,339.

On the same day Jadestor Gipsy (Skipper Jim Brodie) landed 166 kits to make £5,160. Between them the vessels landed a total of three of haddocks, 80 of cod, 20 of whittings, 180 of coley, 10 of turbot and brill, five of plaice and five of soles.

There was a further fall in markets later in the week which hit Skipper Trevor Salter and the crew of *Picton Sealion*. They landed 154 kits which in previous weeks could have been expected to make at least £5,000, but they had to be content with a grossing of £4,340.

It was a similar story for *Georgina Wilson* (Skipper Tom Smith). She landed 108 kits making £2,706 due mainly to a fall in the roker demand. Fifty of cod, 35 of whittings, 120 of roker, 20 of turbot and brill, five of plaice and five of soles were the vessels' main varieties.

JUST WHEN it seemed the winter sprat fishery at Grimsby was on its last legs a succession of sharp frosts shoaled-up the fish and there were very heavy landings at the port again last week.

Landings, in fact, were so heavy that the local meal factory was forced to close its doors for a week from March 4, because it was being swamped with sprats and mackerel being brought up from the south-west for reduction to meal on firm contracts, in addition to the processing of normal fish meal offal.

### Good run

As expected, the week began rather slowly with small catches, then suddenly as the nights turned frosty there was a run of good fishing.

*Dover Star* (29 tonnes), *Searcher* (49), *Samantha* (55), *Glenda* (70), *Helena Gertsen* (70) off Flamborough after drawing a blank earlier in the week in the Wash, *Saxon King* (55), *Frembek* (45), *Clee* (60), *Obelisk* (50), *Melissa Louise* (50) and *Arcona Champion* (20) all landed in time to discharge before the deadline, but Richardson's *Margaret*, with a 50-tonne shot aboard, was not so fortunate. After docking at



*Helena Gertsen*, which abandoned her scouting trip to the Wash early last week to quickly fill up off Flamborough, unloads a big deck cargo of sprats.

Grimsby she had to be diverted to Hull late in the week.

Most vessels had been at sea for two or three days for their catches and, with the meal plant closed, did not put back to sea until the beginning of this week. However, the weekend gales were reported to be smashing up

the shoals again and most skippers felt the end of the season, one of the best in recent years, would not be too long delayed.

Several vessels have in fact already pulled out of the fishery including *Samantha*, now one year old and due for her annual check-up.

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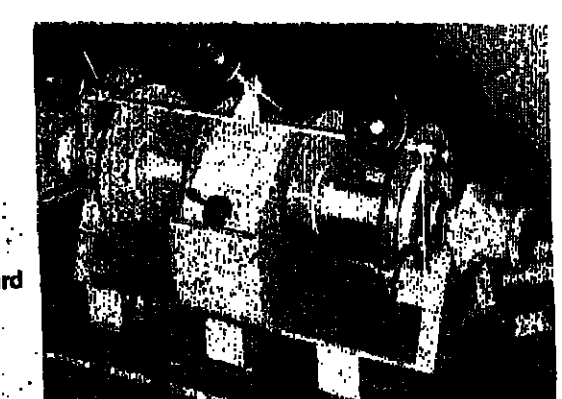


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## Old smack retires

FLEETWOOD'S oldest trawler *Harriet* has ended her 32-year-old association with Skipper George Fletcher of Lowestoft, who joined her when she still worked under sail.

Skipper Fletcher, now retired, took the 84-year-old fishing smack to Milcom, Cumbria, from Fleetwood, where she is to be dry beached and turned into a day centre for the disabled.

Despite her age, *Harriet* made an excellent passage, although she was delayed for two days because of fog.

Although sad to see the trawler leave Fleetwood where she was built in 1893, her skipper is pleased that she is to be used for such a worthwhile project.

## £1,700 FOR LIFEBOATS

PETERHEAD Lifeboat Dance Committee's 45th annual ball raised a record sum of over £1,700 for the local branch of the Royal National Lifeboat Institution.

The function, which is regarded as the highlight of the town's social season, was attended by 330 people and the prize draw was made by the wife of former provost Thomas J. Smith, chairman of the Lifeboat Committee, who handed over the awards.

This year's total was boosted by a number of items donated by Hugh Norman of Marine Services Ltd, Ellon, who is agent for three companies supplying gear.

## Fish for cancer research

RETIREE Peterhead skipper James Strachan has raised £1,650 for the Cancer Research Campaign from boxes of fish donated by skippers at various Scottish ports.

Last April Skipper Strachan handed over his first donation of £1,250 to the Peterhead Committee. Commenting on the generosity of the fishing community, Ian M. Watt, chairman of the Peterhead Committee, said: "Mr. Strachan is to be congratulated for his work in collecting £1,650 from the sale of fish boxes."

"The local committee of the campaign expresses its thanks to skippers, crews, fishermen, their staff and all those round the coast who have contributed to their worthwhile effort."

Although retired from fishing, Skipper Strachan has been serving with the Highland and Islands Board as an advisory training skipper and for his services he was awarded the MBE in 1972.

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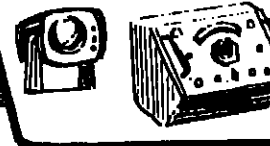
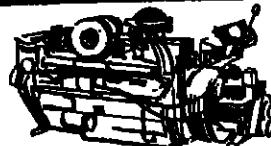
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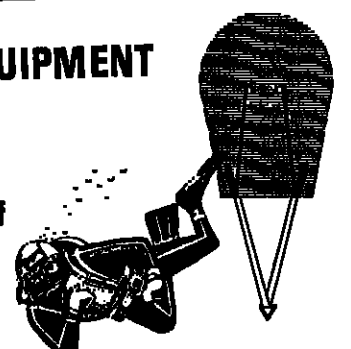
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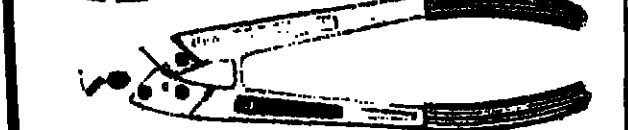
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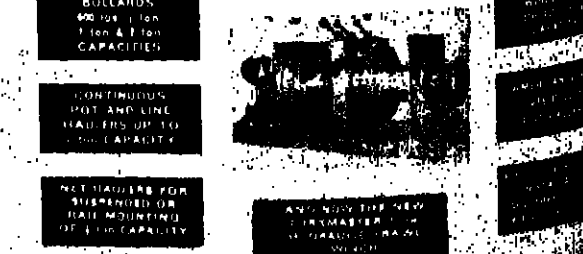
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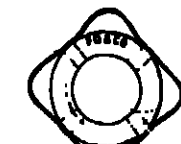


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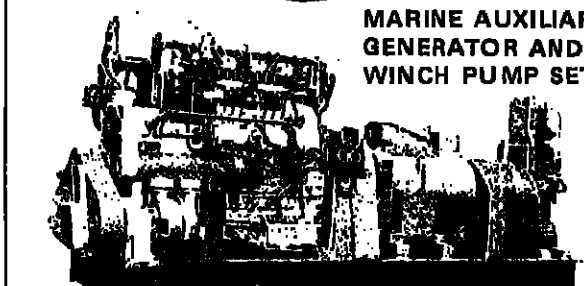
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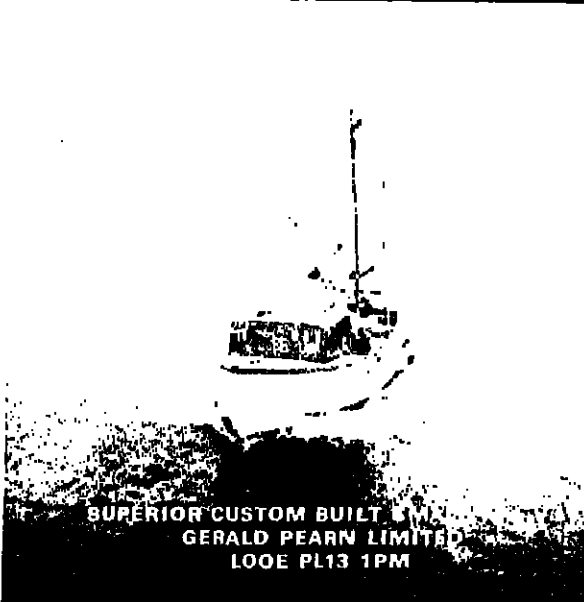
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